



North Ayrshire  
Community Planning Partnership

## Arran Locality Partnership

Thursday 16 June 2022 at 5.00 pm via Microsoft Teams

### Business

Item	Subject	Pg No	Ref	Officer	Timings
1.	<b>Welcome and Apologies</b>	-		Cllr Billings	5.00 – 5.05
2.	<b>Action Note</b> Review the action note and deal with any outstanding items.	Pg 3	Enclosed	Cllr Billings	5.05 – 5.15
3.	<b>Learning Update</b> Receive update.	-	Verbal	Head Teachers	5.15 – 5.30
4.	<b>Locality Partnership Next Steps</b> Receive update from Audrey Sutton.	-	Verbal	Audrey Sutton	5.30 – 6.00
5.	<b>Child Poverty Action Plan</b> Receive report from Audrey Sutton.	-	Verbal	Audrey Sutton	6.00 – 6.10
6.	<b>Local Outcomes Improvement Plan (LOIP) 2022 – 2030.</b> Receive update from Jacqui Greenlees.	Pg 9	Enclosed	Jacqui Greenlees	6.10 – 6.20
7.	<b>Locality Partnership Forum/HSCP Update</b> Receive update from Greg Hamill.	-	Verbal	Greg Hamill	6.20 – 6:35
8.	<b>Community Transport</b> Receive update from Sarah Blair.	-	Verbal	Sarah Blair	6.35 – 6.45
9.	<b>Grants, CIF and Street Naming Update</b> Receive report and update from Lesley Forsyth.	Pg 28	Enclosed	Lesley Forsyth	6.45 – 6.55
10.	<b>AOCB</b> <ul style="list-style-type: none"> <li>Queens Baton Relay</li> </ul> <b>Reports for Information:</b> <ul style="list-style-type: none"> <li>Roads Maintenance Programme 2022/23</li> </ul>	-  Pg 31	  Enclosed	Cllr Billings  Lesley Forsyth	6.55 – 7.00

#### Distribution

Elected Members

Community Representatives

Councillor Timothy Billings (**Chair**)

Bill Calderwood (Arran Community Council)

Tom Tracey

Diana Turbett

Fiona Laing (*Co-opted*)

**CPP/Council Representatives**

Vicki Yuill, Senior Lead Officer

Audrey Sutton, Lead Officer

Greg Hamill- Lead GP (**Vice Chair**)

Lesley Forsyth, North Ayrshire Council

Anne-Marie Hunter, North Ayrshire Council

Carol Norton, TSI

Michelle Sutherland, HSCP

Gordon Cairns, SFRS

Kevin Blackley, Police Scotland

<b>Meeting:</b>	<b>Arran Locality Partnership</b>
<b>Date/Venue:</b>	Monday 28 February 2022 at 6.00 pm via Microsoft Teams
<b>Present:</b>	<p>Councillor Ellen McMaster (<b>Chair</b>)  Councillor Timothy Billings  Councillor Anthony Gurney  Vicki Yuill, Chief Executive Officer, Arran CVS (Senior Lead Officer)  Lesley Forsyth, Senior Manager Information and Culture (Lead Officer)  Sarah Baird, Senior Officer (Islands)  Susan Foster, Head Teacher (Arran High)  Anne Marie Hunter, Engagement and Participation Officer  Diana Turbett, Community Representative  Kevin Blackley, Police Scotland  Fiona Laing, Co-opted Community Representative  Judi Worthington, Argyle College  Shirley MacLachlan, Head Teacher  Tom Tracey, Community Representative</p> <p>In attendance</p> <p>Alasdair Laurenson, Senior Manager (item 3)  Colin Bradford, Regeneration Manager (item 3)  Sarah Blair, Transport Co-ordinator, Arran CVS (item 8)</p> <p>Jennifer McGee, Community &amp; Locality Planning Assistant, North Ayrshire Council (Notes)</p>
<b>Apologies:</b>	<p>Ruth Betley, HSCP  Michelle Sutherland, HSCP  Dr Greg Hamill, GP Lead (<b>Vice Chair</b>)  Carol Norton, Operations Manager, Arran CVS</p>

## ACTIONS

No.	Action	Responsible
1.	<p><b>Welcome and Apologies</b></p> <p>The Chair welcomed everyone to the meeting and apologies for absence were noted.</p> <p>G Johnston from Arran Youth Foundations provided the LP with an update on the work of the Young People's Mental Health and Wellbeing CIF project:</p> <p>The CIF funding has so far funded:</p> <ul style="list-style-type: none"> <li>• Weekly art psychotherapy group sessions;</li> <li>• Individual one-to-one art psychotherapy sessions;</li> <li>• Staff for one-to-one with ASN kids on summer trips to the mainland and round the island;</li> <li>• Costs for staff member to go through their D1 minibus licence;</li> <li>• A pocket guide to mental health and wellbeing for every pupil at the high school - currently with designer to be finalised;</li> <li>• Gym memberships for struggling young people;</li> <li>• Our first annual mental health and wellbeing retreat;</li> <li>• The Team are also in the process of setting up a physical activity</li> </ul>	<b>Noted</b>



	<p>partners when available.</p> <p>The Chair highlighted she had previously saw this presentation at a meeting of the Arran Ferry Committee and that feedback from those in attendance had not been positive.</p> <p>J Worthington commented that the consultation document wasn't user friendly and also this was a short turnaround time for consultation.</p> <p>A Laurensen highlighted that the team would still be happy to receive comments and he is conscious that the consultation document is not user friendly, and this has been highlighted to the designers.</p> <p>The Chair thanked A Laurensen for his update.</p>	<p><b>A Laurensen</b></p> <p><b>Noted</b></p> <p><b>Noted</b></p> <p><b>Noted</b></p>
<p><b>4.</b></p>	<p><b>Learning Update</b></p> <p>S MacLachlan provided the following update in relation to the island Primary Schools:</p> <ul style="list-style-type: none"> <li>• Continue to provide LFT for staff and PCR test for both staff and children. There was a lot of positive cases in January;</li> <li>• Due to inclement weather two primary schools had to close in recent weeks;</li> <li>• Assembly's can now be held in schools;</li> <li>• Anticipated to have staff vacancies after the summer;</li> <li>• Swimming lessons have recommenced;</li> <li>• Plans in place for nursery and P7 children to have their transition days;</li> <li>• P7 residential will be held at the Arran Outdoor Centre at the end of March, this will not be a residential trip;</li> <li>• Received a grant to facilitate providing uniform costs for those in receipt of clothing grants/free school meals;</li> <li>• Brodick nursery will be moving into the main school building. Works will commence in May and will run for 12 weeks. .</li> </ul> <p>S Foster provided the following update in relation to Arran High School:</p> <ul style="list-style-type: none"> <li>• Students no longer have to wear masks in classrooms, however they still have to worn in corridors;</li> <li>• Barista coffee shop has been set up with fourth year students. The school is in talks with the College around getting an accreditation for young people in the café;</li> <li>• Also anticipates having a number of staff vacancies after the summer;</li> </ul> <p>The Chair thanked S MacLachlan and S Foster for their updates.</p>	<p><b>Noted</b></p> <p><b>Noted</b></p>
<p><b>5.</b></p>	<p><b>Islands Plan</b></p> <p>S Baird provided the Locality Partnership with an update on the Islands Plan.</p> <p>S Baird highlighted that the consultation closed January and the plan has now be approved by the Cabinet and are available to view <a href="http://north-ayrshire.gov.uk">Islands Recovery and Renewal (north-ayrshire.gov.uk)</a>.</p>	<p><b>All</b></p>

	<p>The plans are to drive the development of the islands over the next 10 years and have been very much development for and with communities.</p> <p>The Plan for Arran highlights how it sits within the Islands Act 2018 and also a wide range of local, national and regional plans.</p> <p>Engagement for the Plan was supported by Short Life Working Group and provides examples of the extensive range of engagement that took place during last year.</p> <p>In terms of next steps, S Baird highlighted that she will be on the island with the team the w/c 7 March visiting organisations and projects who have either contributed to the Plan or Action Plan. Hard copies of printed plan will be available.</p> <p>As well as the launches, the team will be supporting the creation of the island plan delivery groups and will continue to update the Locality Partnership on the work of these groups</p> <p>T Tracey commented that this work will be game changing if we can get it right. It is very much a bottom-up implementation and building on work already happening.</p> <p>L Forsyth highlighted that she and S Baird met with an Officer from the Islands Team at Scottish Government recently where there was discussion around the importance of heritage, culture, and language across the islands. They are keen to see what could be done to influence and strengthen this work and perhaps bring someone in to look at this.</p> <p>D Turbett highlighted that in terms of culture and heritage there are rich networks already based on the islands. L Forsyth highlighted the importance of the richness of knowledge on the island already, tying the work in to the priorities and not starting this work from scratch.</p> <p>T Tracey commented that that this is core part of the new development and would connect the island priorities to Government funding for organisations on the island.</p>	<p><b>Noted</b></p> <p><b>Noted</b></p> <p><b>Noted</b></p> <p><b>Noted</b></p> <p><b>Noted</b></p> <p><b>Noted</b></p>
<p><b>6.</b></p>	<p><b>Community Mental Health and Wellbeing Fund</b></p> <p>V Yuill provided the Locality Partnership with an update on the Community Mental Health and Wellbeing Fund.</p> <p>V Yuill highlighted that applications for the fund closed on 6 January 2022. 86 applications were received (totalling over £1m) with 61 projects funded. V Yuill also advised that the Council match funded the original fund, which meant funding pot was £813,346. Those projects who did not receive funding are being supported.</p> <p>V Yuill commented that the partnership working throughout the delivery of the fund has been extremely successful.</p> <p>V Yuill highlighted that from an Arran CVS perspective, through having the additional responsibilities to administer this fund it has allowed the organisation to support a member of staff for an extended period, build on going relations with groups across North Ayrshire and also an opportunity to employ a digital administrative apprentice. V Yuill has also</p>	

	<p>been advised that there will be recurring funding for 2022/23 and Arran CVS will support a dedicated role to administer these funds. In terms reporting to the Scottish Government a full end of year report is due 8 April 2022.</p> <p>The Chair asked V Yuill which Arran projects had been successful in receiving funding. V Yuill advised that there were four successful projects:</p> <ul style="list-style-type: none"> <li>• Arran Wellbeing Kick</li> <li>• Mary Davis Trust</li> <li>• SWI</li> <li>• Art in Mind</li> </ul> <p>Cllr Billings left the meeting as this point.</p> <p>The Chair thanked V Yuill for her update and commended the Team at Arran CVS for their hard work.</p>	<p style="text-align: right;"><b>Noted</b></p> <p style="text-align: right;"><b>Noted</b></p>
<p><b>7</b></p>	<p><b>Locality Forum/HSCP Update</b></p> <p>G Hamill was unable to attend the meeting, an update will be provided at a future meeting.</p>	<p style="text-align: right;"><b>Noted</b></p>
<p><b>8</b></p>	<p><b>Community Transport Pilot</b></p> <p>S Blair provided the LP with an update on progress to date.</p> <p>S Blair started in post on 1 November 2021. During her starting week, S Blair carried out risk assessments for drivers and passengers and also ensured that all policies were in place for volunteer drivers and service users. S Blair has also carried out an induction with drivers who had already been recruited.</p> <p>S Blair advised that a booking system has been sourced and has been set up by a community investment company. The system went live after the Christmas break. In the first instance, the service is focussing on medical appointments. Feedback received so far has been very positive from both drivers and service users.</p> <p>In terms of what is needed to move forward, more volunteer drivers are being recruited via social media, village notice boards and also an advert in Arran Banner this week.</p> <p>A funding application has been submitted to National Lottery as an interim funding solution, with a decision due shortly. Also looking at funding for electric vehicle and charging points to focus in helping to meet with net zero ambitions for the island.</p> <p>In terms of future aspirations, once extra drivers have been recruited it is hoped that there will be scope to increase services to help tackle social isolation.</p> <p>The Chair asked how many volunteer drivers there were. S Blair advised that there are currently nine drivers with one other person interested in registering</p>	<p style="text-align: right;"><b>Noted</b></p>

	<p>V Yuill commented that it is brilliant to see this come to fruition and looks forward to seeing more developments.</p> <p>L Forsyth commented that it is great to see this service on the island and offered to link S Blair in with an officer in sustainability team within the Council.</p> <p>The Chair thanked S Blair for her update.</p>	<p><b>L Forsyth</b></p> <p><b>Noted</b></p>
<b>9.</b>	<p><b>Grants</b></p> <p>L Forsyth provided the Locality Partnership with a grant report which relates to the Elderly Grant Fund.</p> <p>The Locality Partnership agreed that <b>£2,884</b> would be awarded to Arran CVS for distribution to six Arran groups for outings, meals and activities to address social isolation and increase confidence in elderly citizens to re-engage with their community.</p>	<p><b>Rosemary Ramsay</b></p>
<b>10.</b>	<p><b>AOCB</b></p> <p><b>Valedictory</b></p> <p>Cllr Gurney wished to convey his thanks to the Arran Locality Partnership and the people of Arran for their help and support of over the last 15 years. With the rearrangement of the electoral wards, this would be his last meeting of the Arran Locality Partnership.</p> <p>The Chair wished to convey her thanks all members of the Arran Locality Partnership past and present. The Chair also wished commended the team who worked together to support the people of the island during covid.</p> <p>The Chair advised that it has been a privilege to Chair the Arran Locality Partnership over the last five years.</p>	<p><b>Noted</b></p> <p><b>Noted</b></p>

**The meeting ended at 7.50 pm**



# NORTH AYRSHIRE PLAN

LOCAL OUTCOMES IMPROVEMENT PLAN  
2022-2030



Arran Ayrshire  
Community Planning Partnership

## 02

# CONTENTS

Foreword	Page 2
North Ayrshire People and Place	3
Our Priorities	4
Priority 1 - Wellbeing	5
Priority 2 - Work	8
Priority 3 - World	11
Key Partnership Plans and Strategies	14
Relationship with National Performance Framework	15
How we Work Together as a Partnership	16
Locality Planning	17
Find Out More	19

## OUR VISION OF “NORTH AYRSHIRE — FAIR FOR ALL”

# FOREWORD

The North Ayrshire Community Planning Partnership are delighted to share our plan for 2022-2030.

This is our Local Outcomes Improvement Plan, as required by the Community Empowerment (Scotland) Act 2015.

Community Planning is all about how our local public services work together with communities, third sector organisations and businesses to plan and deliver services that will improve long term outcomes and tackle inequalities.

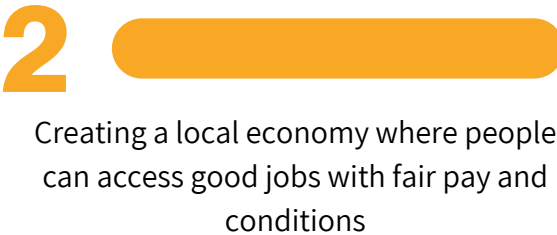
Every person in North Ayrshire is valued and should have the best opportunities to live their life to their full potential. However we know that not everyone has the same opportunities and there are inequalities in North Ayrshire. This plan concentrates on what we as partners can achieve by working together to reduce inequalities.

We are developing this plan at a challenging time as we come out of the Covid-19 pandemic, learning from the experiences, acknowledging the human and economic impact and aspiring for a better future.

# 03

## What do North Ayrshire residents say?

We asked local people to rank 9 statements. While all important for North Ayrshire we wanted to know which are areas in which we can do better, and, as a local partnership can make the biggest impact.



# NORTH AYRSHIRE PEOPLE AND PLACE

Understanding the needs, circumstances and aspirations of people living in North Ayrshire

In developing this plan we were influenced both by the feedback from local people on what they think the key issues are as well as a range of statistics and analysis. This included a Strategic Needs Assessment written by Public Health Scotland which is available on our website.



## OUR PRIORITIES

### WELLBEING



**Health and Wellbeing** - We will reduce inequalities by targeted support to improve individual, family and community health and wellbeing.

### WORK



**Economy and Skills** - We will address the causes and effects of poverty through a strong local economy and skills base.

### WORLD



**Climate Change** - We will work more closely and effectively together to reduce carbon emissions and mitigate the impacts of climate change.

THESE ARE OUR PRIORITIES AS A PARTNERSHIP AND ARE WHERE WE WILL GIVE ADDITIONAL FOCUS . WE WILL ALSO CONTINUE A WIDE RANGE OF OTHER PARTNERSHIP WORK WHICH IS OUTLINED ON PAGE 14.



# PRIORITY 1 - WELLBEING

In addition to the wide range of partnership activity already underway we will. . .

## ADDRESS HEALTH INEQUALITIES

## PROMOTE CHILDREN AND YOUNG PEOPLE'S WELLBEING

## ENABLE COMMUNITY WELLBEING

### OUTCOMES WE WANT TO ACHIEVE

Health improvement activities and support are accessible

Levels of accidental harm, such as falls, and its impact is reduced.

Children and young people feel valued, are at the heart of our decisions, can participate and have their voices heard.

We have strong relationships within our communities to reduce social isolation and loneliness.

People can easily access local facilities and support through clear coordination and signposting.

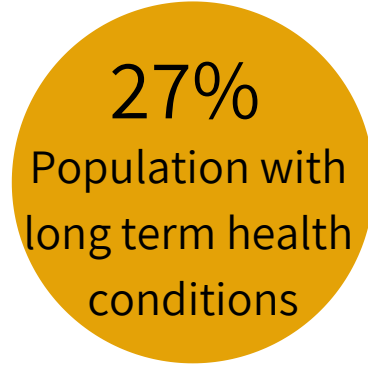
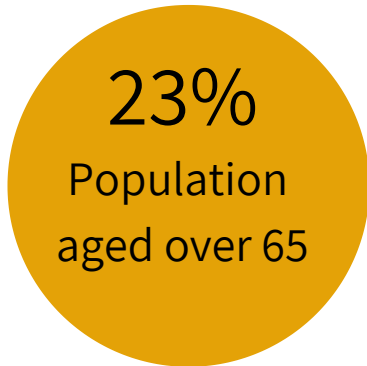
We help people to prevent, stop and recover from dangerous levels of alcohol and drug consumption.





# PRIORITY 1 - WELLBEING

## WHY DID WE PICK THIS AS A PRIORITY?



**Promote  
children and  
young  
people's  
wellbeing**

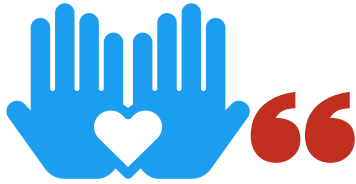
**Enable  
community  
wellbeing**

**Address health  
inequalities**

- Our localities, Health and Social Care Partnership consultation and LOIP consultation told us that reducing social isolation and loneliness, improving access to local facilities and amenities, improving community wellbeing and civic pride is important to local people.
- There has been a 57% increase in drug related hospital admissions. In comparison to the rest of Scotland we have higher alcohol-related admissions and alcohol mortality rates.
- Healthy life expectancy is below the national figure.
- Our communities told us supporting people to get active is important.
- The concentration of older population is expected to increase, with levels above that of the Scottish figures.
- Emergency admissions for falls are above Scottish levels.
- Our communities told us that supporting children to grow up loved, safe and respected so that they can reach their full potential is important to them.
- The number of children on the Child Protection register in North Ayrshire increased by 57% over a 7-year period The 2020 figure for North Ayrshire was more than double the rate observed across the whole of Scotland.

You can find more details in our Needs Assessment and consultation report on [northayrshire.community](http://northayrshire.community)

# PRIORITY 1 - WELLBEING



*Health and Wellbeing - We will reduce inequalities by targeted support to improve individual, family and community health and wellbeing.*

**THIS PAGE WILL BE UPDATED IN APRIL 2022 FOLLOWING FURTHER RESEARCH AND CONSULTATION**

### WHAT WE ARE ALREADY DOING TOGETHER

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

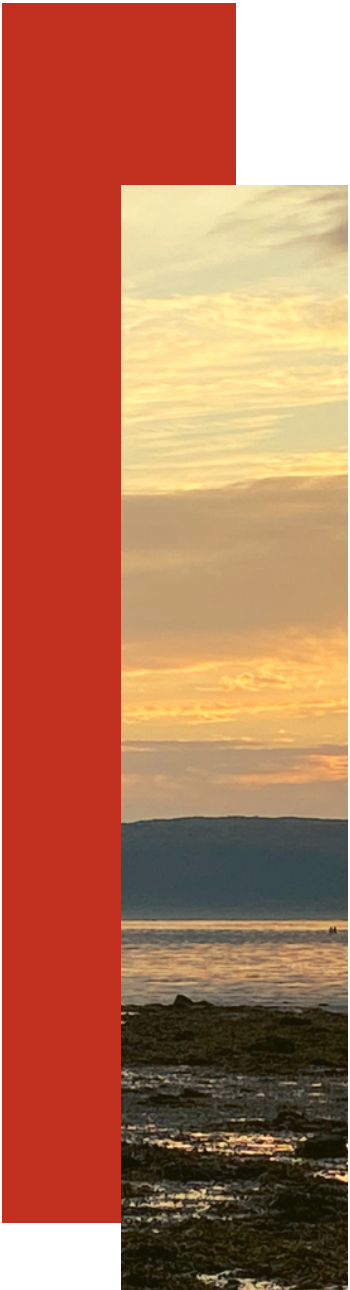
### WHAT MORE CAN WE DO

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

### WHAT IMPACT WILL THIS HAVE ON COMMUNITIES

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

You can find more detailed action plans and our performance framework on our website [www.northayrshire.community](http://www.northayrshire.community).





# PRIORITY 2 - WORK

In addition to the wide range of partnership activity already underway we will. . .

## INCREASE EMPLOYMENT

## DEVELOP VOLUNTEERING

## BETTER SUPPORT OUR YOUNG PEOPLE

### OUTCOMES WE WANT TO ACHIEVE

We will increase the number of people in these groups employed by CPP partner and other local organisations

- People with a disability/long term health condition
- Low income families
- Long term unemployed people
- People with convictions
- People living in our most deprived areas

Our Community Planning Partnership Volunteering Strategy will provide opportunities for local people to gain experience and skills across our partner organisations.

We will increase the number of young people employed by CPP partner and other local organisations.

We will provide a wide variety of youth work opportunities to young people in North Ayrshire

Across our partnership we will support care experienced young people.

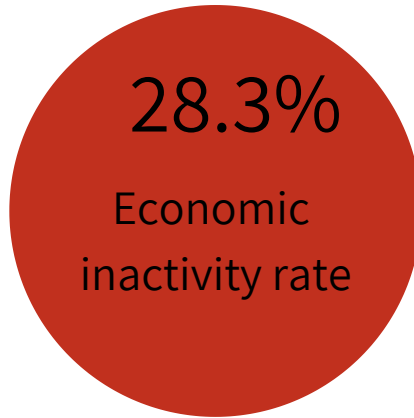
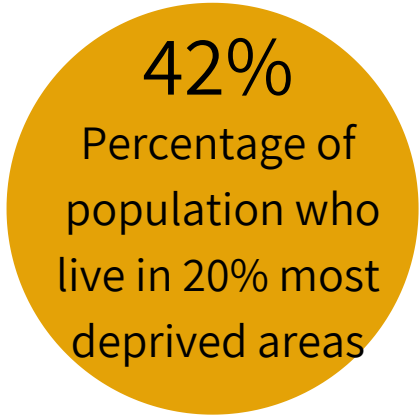






## PRIORITY 2- WORK

### WHY DID WE PICK THIS AS A PRIORITY?



**Better support our young people**

**Develop volunteering**

**Increase employment**

- We have the 3rd lowest employment rate and 2nd highest unemployment rate in Scotland.
- Our communities told us that creating a local economy where people can access good jobs with fair pay and conditions, and reducing poverty is important to them.
- Our localities told us that supporting skills and work opportunities is important to them.
- Our communities told us that supporting children to grow up loved, safe and respected so that they can reach their full potential is important to them.

You can find more details in our Needs Assessment and consultation report on [northayrshire.community](http://northayrshire.community)



# PRIORITY 2 - WORK

“

*Economy and Skills - We will address the causes and effects of poverty through a strong local economy and skills base.*

”

THIS PAGE WILL BE UPDATED IN APRIL 2022 FOLLOWING FURTHER RESEARCH AND CONSULTATION

### WHAT WE ARE ALREADY DOING TOGETHER

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

### WHAT MORE CAN WE DO

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

### WHAT IMPACT WILL THIS HAVE ON COMMUNITIES

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

You can find more detailed action plans and our performance framework on our website [www.northayrshire.community](http://www.northayrshire.community).



# PRIORITY 3 - WORLD

In addition to the wide range of partnership activity already underway we will. . .

**WORK TOGETHER TO  
REDUCE CARBON  
EMISSIONS AND MITIGATE  
THE IMPACTS OF CLIMATE  
CHANGE**

**INCREASE ACTIVE  
TRAVEL**

**INCREASE CARBON  
LITERACY WITHIN OUR  
ORGANISATIONS AND  
COMMUNITIES**

**OUTCOMES  
WE WANT  
TO ACHIEVE**

We will share best practice, and work more closely together as partner organisations to reduce carbon emissions.

We will promote increased levels of active travel across our organisations and in our communities.

We will increase awareness of the carbon dioxide costs and impacts of everyday activities, and the ability and motivation to reduce emissions.





## PRIORITY 3- WORLD

### WHY DID WE PICK THIS AS A PRIORITY?

**42%**  
Percentage of  
population who  
live in 20% most  
deprived areas

**Increase  
active travel**

**Work together  
to reduce carbon  
emissions and  
mitigate  
the impacts of  
climate change**

**Increase carbon  
literacy within our  
organisations  
and communities**

- Our localities told us that improving our local environment and championing the natural environment is important to them.
- The second highest source of CO2 emissions in North Ayrshire is from transport.
- Our communities told us supporting people to get active is important to them.
- Our early mortality rate, and population with long term conditions is above Scottish levels (27%).



# PRIORITY 3 - WORLD

“ Climate Change - We will work more closely and effectively together to reduce carbon emissions and mitigate the impacts of climate change. ”

THIS PAGE WILL BE UPDATED IN APRIL 2022 FOLLOWING FURTHER RESEARCH AND CONSULTATION

### WHAT WE ARE ALREADY DOING TOGETHER

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

### WHAT MORE CAN WE DO

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX

### WHAT IMPACT WILL THIS HAVE ON COMMUNITIES

- XXXXXXXXXXXX
- XXXXXX
- XXXXXXXX
- XXXXXXXXXXXXX
- XXXXXXXX


You can find more detailed action plans and our performance framework on our website [www.northayrshire.community](http://www.northayrshire.community).



# KEY PARTNERSHIP PLANS AND STRATEGIES

14


We have committed to priorities for our partnership, and we will give these added focus. There are other key areas of work that we will continue to support. These are in addition to individual organisational plans. The strategic plans of all partner agencies are aligned to the Local Outcomes Improvement Plan ensuring that their mainstream activity is directed at achieving our agreed local outcomes. Importantly, the plans of our localities and communities also contribute to achieving our vision for North Ayrshire.




Community Wealth Building



Child Poverty duties



Public health priorities




Caring for Ayrshire




The Promise



Islands Plans



Community Justice Ayrshire  
Outcomes Improvement Plan



Safer North Ayrshire Strategy



*The council's Local Government Benchmarking Framework analysis of 69 comparable indicators showed that, in the five years from 2014/15 to 2018/19, performance improved for 49 per cent of indicators in absolute terms. North Ayrshire's performance across the range of Community Planning Outcomes Profile indicators shows a general improvement in outcomes over the ten years 2007/08 to 2017/18.*

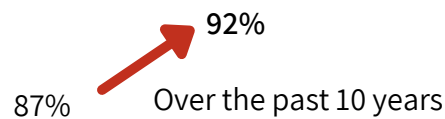
Best Value Assurance Report 2020

### North Ayrshire Peoples Panel

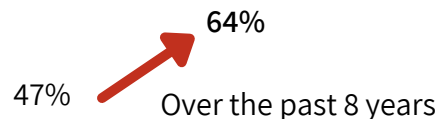
"I feel fairly safe or very safe when outdoors in my neighbourhood after dark."



"My neighbourhood is a very or fairly good place to live."



"I agree that people from different backgrounds get on well in my local area."



## HOW WE WORK TOGETHER AS A PARTNERSHIP AND OUR IMPACT

*North Ayrshire Community Planning Partnership is a strong and ambitious partnership. We work well together and have a clear focus on making a positive impact on the lives of local people. We appreciate the interdependencies between our areas of work and know that it is only by working together that we can achieve "North Ayrshire - A Better Life".*

*The Partnership is overseen by the Community Planning Board. It is developed by the Community Planning Senior Officers Group. It also includes thematic groups and has links to other Ayrshire structures.*

*While we have made a difference locally there is more that we can and should do to address local inequalities. That is why this plan is more focused on these inequalities than our previous plans.*



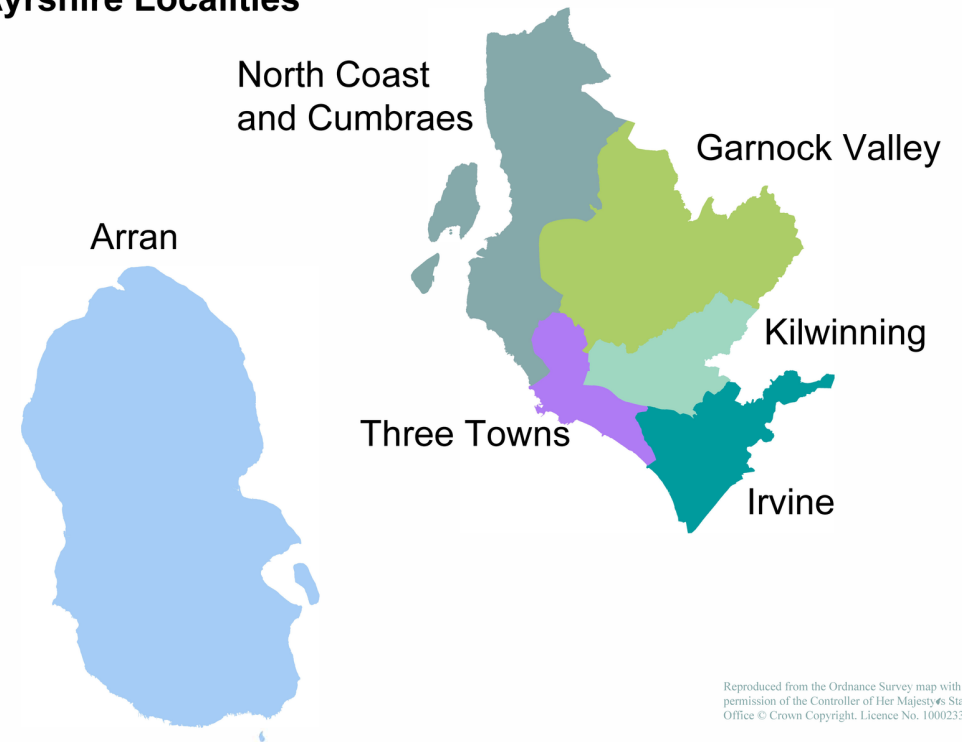


Since 2016 communities and partners have benefitted from the work of our six Locality Partnerships. These are made up of Community Representatives, Elected Members and Community Planning Partners who work together to identify and tackle local priorities.

They also name streets, decide on grant applications, and contribute to local consultations.

Using the Community Investment Fund investment of £5.6m they work with local groups to develop initiatives that support the Community Planning Partnership and locality priorities and fulfil a compelling need and do not duplicate existing services or facilities.

### North Ayrshire Localities



Reproduced from the Ordnance Survey map with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Licence No. 100023393.

You can find out more about the impact of Locality Planning on our website [northayrshire.community](http://northayrshire.community).

# LOCALITY PLANNING

Our Locality Partnerships have all agreed local priorities. This diagram illustrates the links between the locality priorities and those in the LOIP.



## WELLBEING

- Improving our mental health and wellbeing
- Championing green health and the natural environment
- Improving access to financial services
- Increasing social inclusion
- Addressing social isolation
- Alleviating poverty and promoting equality of access to opportunities
- Improving community wellbeing
- Improving access to facilities and amenities/regenerating community facilities
- Increasing civic pride and community engagement
- Affordable housing



## WORK

- Alleviating poverty and promoting equality of access to opportunities
- Supporting skills and work opportunities
- Promoting the local economy and tourism
- Work and local community



## WORLD

- Improving our local environment
- Championing green health and the natural environment
- Moving around
- Transport



northayrshire.community



@NAyrshireCPP



communityplanning@  
north-ayrshire.gov.uk

On our website you will find this related information:

- Strategic Needs Assessment
- LOIP Engagement Report
- Impact Assessments
- Overview of LOIP Development Process
- LOIP on a Page
- Community Planning Structure
- LOIP Action Plan and Performance Framework





**Locality Partnership:** Arran Locality

**Date:** 16<sup>th</sup> June 2022

**Subject:** To advise the meeting of applications received in respect of the Community Benefit Fund.

**Purpose:** To consider the applications as outlined in Appendix 1 to this report.

**Background:** Applications have been received in respect of the Community Benefit Fund

**Key Points for Locality Partnership:**

- The Community Benefit Fund has a balance of **£62,529**

**Action Required by Locality Partnership:** To consider the applications for grant funding as outlined in Appendix 1 to this report.

**For more information please contact:** *Angela Morrell, Senior Manager, Connected Communities, 2<sup>nd</sup> Floor Cunninghame House, Irvine.*  
*Email - [amorrell@north-ayrshire.gov.uk](mailto:amorrell@north-ayrshire.gov.uk)*

**Completed by:** *Rosemary Ramsay ([rosemaryramsay@north-ayrshire.gov.uk](mailto:rosemaryramsay@north-ayrshire.gov.uk))*

**Date:** 7.6.22

**COMMUNITY BENEFIT FUND  
OFFICER REPORT**

**Applicant Contact Details**

<b>Name of Organisation:</b> Corrie & Sannox Village Committee Ltd	<b>Contact Person:</b> Jessica Wallace
<b>Address for Correspondence:</b> Corrie & Sannox Village Hall Isle of Arran KA27 8JB	<b>Telephone Number:</b> Available

**Description of Applicant Organisation**

<b>Number of Members:</b> 50	<b>Established:</b> 14/2/06
<b>Meeting Place:</b> Corrie & Sannox Village Hall	<b>Date of Visit:</b> Teams Meeting 10.5.22

**Description of the Project****Background:**

Corrie & Sannox Village Committee exists to manage the hall for the benefit of the community of Corrie and Sannox and the wider Arran Community. The board is voluntary and one staff member, a cleaner is regularly employed to clean the space.

The hall hosts many community groups and organisations and is a central part of the village.

**Project for Funding:**

Installation of solar panels and battery storage equipment to help decarbonise the building and reduce operating costs.

Corrie & Sannox Village Committee Ltd are seeking funding of £1,908 to progress with the installation of a Solar PV system at the Corrie and Sannox Village Hall. This award would allow them to obtain the required planning permission and building warrants from NAC to go ahead with the installation. They have secured some capital funding from CARES and HIE towards the Solar PV system and are paying the remainder with our own funding. This final £1908 will allow them to proceed.

**Funding**

<b>Amount requested:</b> £1,908	<b>Contribution by Group:</b> £1,429
Total cost of project: £16,163	

Supporting Information Provided

**Constitution/Memorandum of Articles:** Available

**Bank Details:** Available

**Balance in Bank:** Available

**Additional Comments on Scoring**

<b>Criteria:</b>			
1. Charitable	x	2. Educational	
3. Community	x	4. Environmental	x
5. Renewable Energy		6. Energy Efficiency	
7. Sustainable Development		8. General Community Amenity	
<b>Level of environmental enhancement:</b> The Solar PV system will reduce energy costs for the community hall allowing the group to offer the space at an affordable rate for community usage. The planned Solar PV system has battery capacity will cut our buildings carbon footprint by reducing energy reliance from the national grid and carbon intensive industries. The group believes that having green energy on community buildings is an essential step towards net-zero and this is aligned with both North Ayrshire Council and the Scottish Governments plans.			
<b>Level of community involvement:</b> The number of beneficiaries will exceed the number of members/ attendees of village meetings listed in question 5 as it will benefit all the individuals who make use of the community hall.			
<b>Level of funding secured or available:</b> The group has secured the following funding: - Highlands & Island Enterprise £4,282 - CARES grant - £8,565			
<b>Experience of group to deliver project:</b> The group has been running since 2006 and is run by a well-established management committee that is supported by experience volunteers.			
<b>Future sustainability of project:</b> The planned Solar PV system has battery capacity will cut the building's carbon footprint by reducing energy reliance from the national grid and carbon intensive industries. It will also enable the group to reduce the cost of utility bills which will contribute to their sustainability.			
<b>Location of Project:</b> Corrie & Sannox Village Hall, Isle of Arran			

**Officer Details**

Name:	Rosemary Ramsay	Position:	Funding Officer
E-mail:	rosemaryramsay@north-ayrshire.gov.uk	Date:	10.5.22



## **Locality Partnership: Arran**

**Date: 16 June 2022**

**Subject: Roads, Structures and Street Lighting Maintenance Programme 2022/23**

**Purpose:** To advise the Locality Partnership of the proposed Roads, Structures and Street Lighting Maintenance Programme for 2022/23.

### **Introduction**

- 1.1 North Ayrshire Council has a statutory obligation under the Roads (Scotland) Act 1984 to manage and maintain its public road network. The adopted road network within North Ayrshire has a total length of 1044km. The core roads assets are currently estimated at a value of approximately £1.7billion.
- 1.2 North Ayrshire Council is responsible for the maintenance of the adopted local road network including lighting and structures assets as well as its other non-adopted road assets. However, the Council has no responsibility for the maintenance of the Trunk Road Network which falls to Transport Scotland and their management contractor, Amey. The Trunk Road network includes the A78, the A737 from Kilwinning to the Renfrewshire Boundary and A738 from the Pennyburn Roundabout to the A737 Dalry Road Kilwinning.

### **Current Position**

- 2.1 The Council's Roads Service has adopted an asset management approach to road maintenance to allocate available road maintenance funds to locations that will offer the most beneficial return on the investment.
- 2.2 The Roads Asset Management Plan (RAMP) and the roads assets maintenance strategy follows the recommendations contained within the 'Well Maintained Highway's Code of Practice, ensuring that the Council's statutory obligations as delegated Roads Authority are met.
- 2.3 In complying with the Code of Practice, an effective regime of inspection, assessment and condition recording is well established which assists in not only providing a road network for the future but one that promotes social inclusion and contributes to economic growth within the area. This approach also ensures the Council is providing value for money on any investment attributed to road maintenance.

## Proposals

- 3.1 North Ayrshire Council's roads are the Council's largest community asset and play a vital role in supporting the local and wider economy by facilitating the movement of people, goods and services and connecting people with economic and social opportunities.
- 3.2 The proposed Roads, Structures and Street Lighting Maintenance Programme for 2022/23 has been developed in accordance with the strategy contained within the Roads Asset Management Plan (RAMP) to deliver the maximum return on investment and ensures the provision of an effective road network throughout North Ayrshire.
- 3.3 Road Condition is measured nationally through the Scottish Road Maintenance Condition Survey (SRMCS). The measure in place, the Road Condition Index (RCI), records the percentage of the Council's roads which should be considered for maintenance. North Ayrshire's RCI has been improving in recent years and is currently 37.1.
- 3.4 The estimated carriageway maintenance backlog figure for North Ayrshire is currently £34.800 million. The 'steady state' figure for maintaining our roads at present condition is £4.300 million per year. The capital budget supported by revenue funding is £4.380 million for 2022/23. An additional £1.000m has been identified from the 'core infrastructure, property and vehicles renewal investment' capital budget allocation, taking the total investment in the road network to £5.380m for 2022/23. This level of investment outpaces the 'steady state' figure and should therefore contribute to an improvement in the road network condition over time.
- 3.5 Road lighting condition is measured through programmes of structural and electrical assessment and testing and is complemented through the ongoing review of age profile and material type life expectancy. The results are categorised and recorded in the lighting asset management database to inform a prioritised list of replacement schemes. Lighting is allocated and annual Capital budget of £1.000m to address a 'steady state' position of maintaining our lighting at present annualised depreciation rate.
- 3.6 Bridge and retaining wall condition is also evaluated through a robust inspection programme. General inspections are undertaken every 2 years, while an in-depth 'principal inspection' is carried out every 6 years and the results of the inspections are used to inform work programmes. The results of the inspections are input into a Structures database which is then used to calculate an average Bridge Structure Condition Index (BSClav). The BSClav is currently 86.13 (2020/21 figure) which falls within the 'good' classification of 85 to 94 which is a slight improvement on the previous year. The allocated capital budget supported by revenue funding is £0.710m. In addition, for 2022/23 the capital budget has been supplemented by a further 'one off' grant from the Scottish Government of £0.800m for bridge replacement work on Arran.
- 3.7 Details of how condition assessments are carried out and how roads, structures and lighting locations are prioritised for inclusion in our maintenance programme are provided in Appendix 2. The assessment matrix used for scoring and ranking



footways for inclusion in our footway resurfacing programme is attached in Appendix 3. The assessment matrix used for scoring and ranking structures for inclusion in the Structures Maintenance Programme is attached in Appendix 4.

## **Conclusion**

- 4.1 The Roads Maintenance Programme 2022/23, which was approved by North Ayrshire Council's Cabinet on 8 March 2022, is attached in Appendix 1a and 1b.
- 4.2 Details of how condition assessments are carried out and how roads, structures and lighting locations are prioritised for inclusion in our Maintenance Programme are provided at Appendix 2.
- 4.3 A copy of the assessment matrixes used for scoring and ranking carriageway and footways for inclusion in our resurfacing programmes is attached in Appendix 3.
- 4.4 The assessment matrix used for scoring and ranking structures for inclusion in structures maintenance programme is attached in Appendix 4.

## **5. Recommendation**

- 5.1 That the Locality Planning Partnership are asked to note the approach taken to determining the Roads, Structures and Street Lighting Maintenance Programme.
- 5.2 That Locality Planning Partnership are asked to note the Roads, Structures and Street Lighting Programme for 2022/23, as shown at Appendix 1a and b.

Name: Campbell Dempster

Designation: Senior Manager (Network), Commercial Services (Roads)

Date: 29 March 2022

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
A737 Kilwinning Road	Irvine	James Crescent to Marress Road	£97,000
A738 Eglinton Road	Ardrossan	Red Gables to North Crescent Avenue	£113,000
A760 Haylie Brae	Largs	A78 uphill	£155,000
B7080 Long Drive	Irvine	Towerlands Interchange to Newmoor Roundabout (North & South)	£313,000
B7080 Newmoor Roundabout	Irvine	Full Length	£129,000
B7080 Long Drive	Irvine	Eglinton Interchange to Eglinton Mains	£108,000
B777 Kirkland Road	Kilbirnie	Medical Practice to joint at Glengarnock	£60,000
B780 James Street	Dalry	Full Length	£72,000
B782 Roundabout	West Kilbride	Full Length	£22,000
B896 Cardiff Street & West Bay Rd	Cumbrae	Millburn Street to Stuart Street	£86,000
C87	Kilwinning	sections between Whitehurst Park to A737	£73,000
Greenacres	Ardrossan	Full Length	£73,000
Keir Hardie Drive	Ardrossan	Between existing joints + Bevan Court	£37,000
Stanley Road	Ardrossan	2 Stanley Road and Stanley Court	£86,000
Barrington Avenue	Beith	Laigh Road to Beech Avenue	£10,000
Muirpark Road	Beith	Full Length	£33,000
Castlepark Drive	Fairlie	Hill section	£19,000
Arkwright Way	Irvine	Crompton Way full loop around industrial units	£138,000
Braefoot	Irvine	up to Braeside	£27,000
Cheviot Way	Irvine, Bourtreehill	Towerlands Road to Medical Centre	£50,000
Dickson Drive	Irvine	Livingstone Terrace to Bilby Terrace	£68,000
Fintry Place	Irvine, Bourtreehill	Full Length	£27,000
Gigha Wynd / Terrace	Irvine, Boutreehill	Roundabout to no.7 Gigha Terrace	£26,000
Hillshaw Green	Irvine, Boutreehill	Hillshaw Green and Sidlaw Foot	£38,000
Hunter Drive	Irvine	Full Length	£81,000
Kilpatrick Place & Court	Irvine, Bourtreehill.	Full Length	£24,000
Lammermuir Court	Irvine, Bourtreehill	Full Length	£13,000
Mull Crescent & Mull Court	Irvine, Bourtreehill	Full Length	£34,000
Pentland Place	Irvine, Bourtreehill	Full Length	£13,000
Roundabout at Moorfoot Way	Irvine, Bourtreehill	Full Length	£6,000
South Newmoor	Irvine	Full Length, including Whittle Place	£85,000

Windlestraw Court	Irvine, Bourtreehill	Full Length	£7,000
Girdle Toll	Irvine	Lanfine Way to Lawthorn Roundabout & Lochlibo Road Littlestane Roundabout to mini roundabout	£156,000
Towerlands Road	Irvine, Bourtreehill	Crammond Way to Pladda	£101,000
Brownhill Drive	Kilbirnie	Full Length	£26,000
High Street	Kilbirnie	Auchenhove to Stockbridge, Milton Quad to Lindsay Avenue	£40,000
Holmhead	Kilbirnie	Roundabout to No 15	£96,000
Knoxville Road South	Kilbirnie	Full Length	£25,000
Milton Quadrant	Kilbirnie	Full Length	£46,000
Parkview / Bathville	Kilbirnie	To junction Langside Place	£50,000
Pundeavon Ave/Lynn Drive	Kilbirnie	Pundeavon Avenue / Lynn Drive to No 26	£37,000
Abbots Avenue	Kilwinning	Full Length	£25,000
Bannoch Place	Kilwinning	Full Length	£22,000
Brodick Avenue	Kilwinning	Full Length	£58,000
Church Street / Ladyford	Kilwinning	Vaults lane to Almswall Road	£59,000
Dalmahoy Way	Kilwinning	Full Length	£30,000
Hawthorn Court	Kilwinning	Full Length	£57,000
Seymour Avenue	Kilwinning	Full Length	£35,000
Shavian Terrace	Kilwinning	Spur only	£9,000
Holehouse road	Largs	15 Holehouse Road to Phillips Avenue	£64,000
Moorburn Road	Largs	Kelvin Street to surfacing joint at Nelson Street	£75,000
Phillips Avenue	Largs	Full Length	£64,000
Galloway Place	Saltcoats	Full Length	£13,000
Ivanhoe Drive	Saltcoats	Middlepart Crescent to No.47	£19,000
Stanley Road	Saltcoats	Full Length	£81,000
Campbell Avenue	Stevenston	Full Length	£68,000
Golf Avenue	Stevenston	Full Length	£9,000
Graham Avenue	Stevenston	High Road to new development	£22,000
Hillhead / Cambuskeith Road	Stevenston	Full Length	£80,000
Hyslop Road	Stevenston	Community Centre to 85 Morrison Avenue	£30,000
			<b>£3,520,000</b>

<i>Carriageway Surface Dressing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
B777	Kilbirnie	Kirkland Rd from cemetery to bridge	£5,000
B777	Kilbirnie	U28 jct to C80 jct	£55,000
U19	Dalry	Cubeseid full length	£24,000
B782	West Kilbride	Portencross Rd from Corse St to A78	£15,000
B781	West Kilbride	From Gill Farm to approx. 600m past Blackshaw Farm	£40,000
B778	Kilwinning	Goldcraigs to A736	£162,000
B769	Irvine	Chapelton crossroads to EAC boundary	£27,000
B706	Beith	Barrmill to just past C19 jct	£45,000
U5	Barrmill	Restricted area Barrmill to C67 jct	£12,000
U28	Beith/Gateside	C80 jct to B777	£26,000
U31	Beith/Gateside	C80 jct to U28 jct	£11,000
C5	Kilwinning	Barrmill restricted section to C67	£90,000
B780	Dalry	Lintseedridge farm to Pitcon Bridge	£25,000
B777	Beith	Willowyard ind estate to just past Crawfords	£20,000
C24	Irvine	B769 to jct C40	£12,000
C40	Springside	B769 jct to Springside	£58,000
Unc	Saltcoats	Border Avenue	£16,000
Unc	Saltcoats	Adair Avenue	£7,000
			<b>£650,000</b>

<i>Carriageway Screeding</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
C19	Beith	Little Barkip to Jct B707	£80,000
C5	Beith	Jct B707 northwards towards Nettlehirst jct	£86,000
U47	Beith	From Jct C25 to Renfrewshire Boundary at Roebank Bridge	£46,000
U5	Beith	Balgraymuir from restricted area Barrmill to jct C80	£40,000
U25	Gateside	from restricted area Gateside to C67 to B706 (part done 19/20)	£34,000
C24	Irvine	jct C40 to boundary	£51,000
C40	Irvine	Overtoun	£50,000
U23	Irvine	Fairlie Crevoch	£31,000
U70	Irvine	Bankend Alton from EAC boundary to B769	£23,000
C43/U55	Kilwinning	from Ashgrove Mount to Ladywell Cottage	£57,000
U22 Diddup Road	Saltcoats	From surfacing joint to Lochwood Farm	£37,000
C41 Brisbane Glen Rd	Largs	From Outerwards Farm access to cattle grid	£15,000
			<b>£550,000</b>

<b><i>Footway Resurfacing</i></b>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Glebe Road	Beith	Glebelands Way to main Glebe Road	£16,000
Corsehill Mount Road	Dreghorn	2 sections outside Greenwood Academy	£5,000
Lewis Terrace	Irvine, Bourtreehill	Full Length	£22,000
Coldgreen Avenue	Kilbirnie	Full Length	£16,000
Castle Drive	Kilbirnie	Number 34 to 56	£10,000
Hillpark Rise	Kilwinning	Part Length	£56,000
Kennedy Road	Saltcoats	Part Length	£38,000
Wellpark Road	Saltcoats	Number 23 to 21 (one side only)	£5,000
Kenilworth Drive	Saltcoats	Kenilworth Drive to Munro Place	£6,000
Miller Road	Saltcoats	Full Length	£15,000
Campbell Avenue	Stevenston	Reids Avenue (one side only)	£26,000
St Andrews Road	Ardrossan	Number 1 to 35	£36,000
Provosts Loan	Cumbrae	Full Length	£20,000
Braeside Avenue / Meadowbank Road	Largs	Part Length	£42,000
			<b>£350,000</b>

<b>Lighting Deteriorated Infrastructure Replacements</b>		
<i>Area</i>	<i>Town</i>	<i>Estimate Cost</i>
Barony Court Bonnyton Row Killoch Place Killoch Way Maxwell Green West Bowhouse Workshops Bensley Rise Bensley Rise F/path to West Bowhouse Way Bonnyton Foot West Bowhouse Gardens West Bowhouse Way Bonnyton Place	Irvine Deteriorated Infrastructure Replacement A	£220,800
Village Centre F/path to Campsie Way Kersland Foot Highfield Place Auchenharvie Place Craigmark Place Kiln Walk Girdle Gate Village Centre Bourtreehill Sillars Meadow	Irvine Deteriorated Infrastructure Replacement B	£216,600
<b>Dreghorn</b> Dundonald Road Dundonald Service Road Greenwood Road <b>Saltcoats</b> Arthurlie Place Galloway Place Mitchell Place	Dreghorn / Saltcoats	£80,000
Scott Drive Hamilton Drive Lovat Street Stakehill Millburn Gardens Waterside Street Silverdale Gardens Bellesdale Avenue Burnlea Road East Castle Avenue Greenhill Park View Aitken Street	Largs Deteriorated Infrastructure Replacement A	£212,200
Hollywood Huttonpark Crescent Mount Stuart Road Paton Quadrant	Largs Deteriorated Infrastructure Replacement B	£205,900

Nelson Street			
Burnside Road			
Routenburn Road			
North Middleton Drive			
Phillips Avenue			
Kyles View			
Middleton Drive			
Spalding Drive			
Danefield Avenue			
Gallowgate Lane			
Holmwood			
Boathouse Drive			
Barony Glebe			
Manse Road		West Kilbride	£57,000
Blackshaw Drive			
Caldwell Road			
St Andrews Gardens		Dalry	£56,000
			<b>£1,048,500</b>

<b><i>Lighting Deteriorated Column Replacements</i></b>			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Unplanned Locations			<b>£163,000</b>

<b><i>Lighting Deteriorated Column Inspections</i></b>			
<i>Area</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
Various Locations			<b>£38,500</b>

<b><i>Structures Projects</i></b>			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Sevenacres Mill Bridge	Kilwinning	Bridge Replacement	£350,000
Maybole Bridge	Kilbirnie	CP / Concrete Repairs	£60,000
Barrie Terrace Footbridge	Ardrossan	Assessment / Feasibility Study	£35,000
Bungle Burn Bridge	A736	Parapet Upgrade & repairs	£40,000
			<b>£485,000</b>



Carriageway Resurfacing:	<i>£3,520,000</i>
Carriageway Surface Dressing:	<i>£650,000</i>
Carriageway Screeding:	<i>£550,000</i>
Footway Resurfacing:	<i>£350,000</i>
Lighting Infrastructure Replacements:	<i>£1,048,500</i>
Deteriorated Column Replacements:	<i>£163,000</i>
Deteriorated Column Inspections:	<i>£38,500</i>
Structures Projects:	<i>£485,000</i>
<b>Overall Mainland Total:</b>	<b><i>£6,805,000</i></b>

<i>Carriageway Resurfacing</i>			
<i>Street</i>	<i>Town</i>	<i>Location</i>	<i>Estimate Cost</i>
C147	Pirnmill	South of Whitefarland from Cnoc a Chaibeil to Cave	£170,000
C147	Lochranza	Sailors Grave to approximately Kintyre View	£90,000
U87 Machrie Moor Road	Machrie	Machrie Farm and Gate cottage to Glaister Bridge	£172,000
Bungalow Road	Lamlash	Full Length	£25,000
Canberra Brae	Whiting Bay	Part Length	£15,000
West Mayish	Brodick	Full Length	£80,000
Barn Brae	Whiting Bay	Full Length	£12,000
Bailemargaidh / Drumaghinier	Blackwaterfoot	Full Length	£78,000
South Feorline	Blackwaterfoot	Full Length	£18,000
			<b>£660,000</b>

<i>Structures Projects</i>			
<i>Structure</i>	<i>Town</i>	<i>Project</i>	<i>Estimate Cost</i>
Culvert West of Ballymeanoch	Kildonan	Retaining Wall strengthening	£76,000
Allt nam Pairc Beaga Culvert North	Blackwaterfoot	Culvert replacement, new parapets	£35,000
Doctors Bridge	Brodick	Invert and other repairs	£44,000
Newton Bridge	Lochranza	Bridge replacement	£450,000
Pirnmill Bridge	Pirnmill	Bridge re-decking	£420,000
			<b>£1,025,000</b>

Carriageway Resurfacing: £660,000  
Structures Projects: £1,025,000  
**Overall Arran Total: £1,685,000**

## **Condition Assessment and Prioritisation Process**

- 1.1 The Audit Scotland Follow-up report, Maintaining Scotlands Roads published in August 2016 stated that Councils should use their RAMPs to establish long term investment plans for maintaining the road network taking into account whole-life costing and treatment options.
- 1.2 As part of the Roads Asset Management process, annual condition assessments are carried out on the public road network as part of the inspection regime. All locations are assessed using a risk based approach.
- 1.3 Condition assessments are carried out simultaneously with the Safety Inspections in accordance with the pre-determined timescales contained within our Safety Inspection Manual. All faults noted during these inspections are logged within our electronic Routine Maintenance System (RMS).
- 1.4 For carriageways, to take account of whole-life and different treatment options the carriageway maintenance programme is developed using road asset management principles. Lifecycle planning is at the core of this approach and takes into account, hierarchies, condition and local community priorities. Preventative treatments are used to prolong the life of carriageway surfaces before their condition deteriorates and requires extensive resurfacing.
- 1.5 The main factors considered are:-
  - Road Condition – based on detailed visual inspection and the Scottish Road Maintenance Conditions Survey (SRMCS).
  - Road Hierarchy – this takes account of the strategic importance of the road and is determined from our Local Transport Plan.
  - Assistance to Council and Community Priorities – this takes account of other priorities such as economic development, access to shops, amenity housing or schools.
- 1.6 Carriageways and footways are both condition assessed and scored in accordance with the assessment table below. Where the condition assessment score (referring to table below) is assessed as being 11 or more, then a priority assessment is carried out, in accordance with the Scheme Assessment Form attached as Appendix 3.

## Assessment Table

Extent	CONDITION			
	1 (Acceptable)	2 (Safe but poor appearance)	3 (Minor deterioration)	4 (Major deterioration)
1 - Up to 25%		5	9	13
2 – 25% to 50%		6	10	14
3 – 50% to 75%		7	11	15
4 – 75% to 100%	4	8	12	16

Each location that progresses onto the prioritisation process is rated using the additional criteria contained in the Scheme Assessment Form and is placed on the strategic list of priorities relative to its score. Each location is also reviewed at least once a year depending on its location within the Roads Hierarchy as part of the routine inspection process.

- 1.7 There are various types of surfacing materials and processes available depending on the particular road type, location and level of existing deterioration. Options available for treatment include preventative measures such as surface dressing, micro surfacing or asphalt preservation. Resurfacing options such as screeding, resurfacing (inlay and overlay), retread and overlay and depending on the severity of deterioration full reconstruction may be the most effective option.
- 1.8 The level of investment associated with the varying treatment types identified in the table below was established using the Society of Chief Officers of Transportation in Scotland's cost projection model, developed as part of the Roads Asset Management Planning project. The model assists with identifying the effect of various treatments on the on-going condition of the carriageway. This enables a more accurate design life for the treatments currently available to be developed and ensuring value for money on their use. An option appraisal matrix has also been developed to assist with the identification of the most appropriate treatment to be used at each location.

### Treatment Option Table

Treatment Option	Cost / Sqm	Extension to life
Surface Dressing	£3.30	Up to 10 years
Micro Surfacing	£11.35	7 – 10 years
Asphalt Preservation	£5.00	Up to 5 years
Screeding	£9.00	5 – 10 years
Retread	£22.50	Up to 20 years
Inlay HRA	£18.00	Up to 20 years
Inlay SMA	£18.00	Up to 10 years
Overlay <100mm	£20.70	Up to 20 years
Inlay 100mm	£27.26	Up to 20 years
Reconstruction 300mm	£112.40	Up to 20 years

- 1.8 Street Lighting column replacement is prioritised through non-destructive strength testing to determine the level of deterioration associated with the columns. Following testing, columns are categorised within the Asset Management database for road lighting.
- 1.9 Testing is carried out in accordance with the Institute of Lighting Engineer's Technical Report No.22 Managing a Vital Asset: Lighting Supports as well as UK Lighting Board Code of Practice: Well-lit Highways.
- 1.10 Once results are input, the database then compares these results against the more general age profile to determine a final list of priority repairs. This produces recommendations in order of priority for both individual units and whole streets or areas.
- 1.11 Recommendations are generally categorised as Category A through K as follows:
- A: Immediate replacement
  - B: Replace urgently or reinspect within 6 months
  - C1: Column Material failure, replace as soon as possible or reinspect within 1 year
  - C2: Bracket failure, sleeve where possible or replace unit within 1 year
  - D: Foundation failure, realign, reinstate and reinspect within 6 months

- E: Material approaching failure, replace as part of planned maintenance programme or reinspect within 2 years
- F: Material approaching failure, replace as part of planned maintenance programme or reinspect within 5 years
- G: Condition reasonable, but age expired and certified insured for 2 year periods until replaced
- H: Condition reasonable, but age expired and certified insured for 5 year periods until replaced
- I: Acceptable condition but age expired and insured for 5 years periods until replaced.
- J: Sound condition but age expired & visually poor (evidence of concrete cracking etc.)
- K: Sound condition and not age expired – no current requirement for strength structural inspection, visual only at planned maintenance cycle.

1.12 Where non-urgent replacement recommendations (Category F through to J) are on an individual column basis, the data is further analysed to determine a percentage value for recommended replacement numbers against the balance of units in a street. If this figure exceeds 30% then the entire street will be considered for higher prioritisation which will address the design class standard of the street beyond individual replacement for safety reasons only.

1.13 The structures programme is identified based on the structures prioritisation matrix which ranks assets based on a number of factors including its condition, safety, and usage.

# North Ayrshire Council - Roads Carriageway Scheme Assessment Form



Number

Town:

Area:

Road Name:

Location:

Comments:

Category: **CONDITION RATING**

Type: **CARRIAGEWAY**

Rated By:

Date Rated:

Criteria	Score (S)	Weighting (W)	Priority Score (S x W)
1. Condition		<b>4</b>	
2. Maintenance Category		<b>2</b>	
3. Public Liability Claims / Fault Reports / Complaints		<b>1</b>	
4. Assistance to Other Priorities		<b>1</b>	
<b>Total Priority Score:</b>			

<b>Treatment Type:</b>					
<b>Length:</b>		<b>Breadth:</b>		<b>Area:</b>	
<b>Patching Required:</b>	<b>Area:</b>			<b>Depth:</b>	
<b>Kerbing Required:</b>	<b>Length:</b>				

**Additional Comments**

<b>Assessed By:</b>	
<b>Assessment Date:</b>	
<b>Checked By:</b>	

<b>Reassessed By:</b>	
<b>Reassessment Date:</b>	
<b>Checked By:</b>	

# North Ayrshire Council - Roads Carriageway Resurfacing Scheme Priority System

## General

The weighting system devised enables the programme of carriageway resurfacing schemes to be objective, rated against a number of important criteria.

Scoring System			
Criteria	Maximum Score	Weighting	Score
1. Condition	16	4	64
2. Maintenance Category	22	2	44
3. Public Liability Claims / Fault Reports / Complaints	6	1	6
4. Assistance to Other Priorities	14	1	14
<b>Maximum Total:</b>			<b>128</b>

## 1. Condition

Taken from initial Condition Assessment Score generated during inspection

Condition → Extent ↓	1 – Acceptable	2 – Safe but poor appearance	3 – Minor deterioration	4 – Major Deterioration
1 – Up to 25%		5	9	13
2 – 25% - 50%		6	10	14
3 – 50% - 75%		7	11	15
4 – 75% - 100%	4	8	12	16

## 2. Maintenance Category - Local Transport Strategy (LTS)

Maintenance Category	Score
Strategic Routes - (A760 / A736 / A71)	22
Main Distributor Routes	15
Secondary Distributor Routes	11

## 3. Public Liability Claims / Fault Reports / Complaints

Score according to the type / source of complaint / fault report / request for service received for the location

- 1 - Public Complaint or a Fault Report resulting in a confirmed defect
- 2 - Multiple Requests for service or Fault Reports resulting in confirmed defects
- 4 - Elected Member Complaint or Request for Service
- 6 - Public Liability Claim

## 4. Assistance to Other Priorities

Use your own knowledge of the surrounding area to rate the location in relation to:

- 2 - Adjacent to Local Shops
- 4 - Adjacent to Amenity Housing, Residential Care Homes and Medical Centres
- 6 - Adjacent to Schools, Leisure Facilities and Tourist Attractions
- 8 - Business Parks and Industrial Estates
- 10 - Access to Train Stations and Park & Ride facilities
- 14 - Town Centre



# North Ayrshire Council - Roads

## Footway & Footpath Scheme Assessment Form



Number

Town:

Area:

Road Name:

Location:

Comments:

Category: **CONDITION RATING**

Type: **FOOTWAY**

Rated By:

Date of Rated:

Criteria	Score (S)	Weighting (W)	Priority Score (S x W)
1. Condition		4	
2. Importance / Accessibility		2	
3. Public Liability Claims / Fault Reports / Complaints		1	
4. Assistance to Other Priorities		2	
<b>Total Priority Score:</b>			

<b>Treatment Type:</b>					
<b>Length:</b>		<b>Breadth:</b>		<b>Area:</b>	
<b>Kerbing Required:</b>	<b>Length:</b>				

**Additional Comments**

<b>Assessed By:</b>	
<b>Assessment Date:</b>	
<b>Checked By:</b>	

<b>Reassessed By:</b>	
<b>Reassessment Date:</b>	
<b>Checked By:</b>	

# North Ayrshire Council - Roads Footway & Footpath Resurfacing Scheme Priority System

## General

The weighting system devised enables the programme of footway & footpath resurfacing schemes to be objective, rated against a number of important criteria.

<b>Scoring System</b>			
<b>Criteria</b>	<b>Maximum Score</b>	<b>Weighting</b>	<b>Score</b>
1. Condition	16	4	64
2. Importance / Accessibility	5	2	10
3. Public Liability Claims / RMS Faults / Complaints	6	1	6
4. Assistance to Other Priorities	10	2	20
<b>Maximum Total:</b>			<b>100</b>

## 1. Condition

Taken from initial Condition Assessment Score generated during inspection

Condition → Extent ↓	1 – Acceptable	2 – Safe but poor appearance	3 – Minor deterioration	4 – Major Deterioration
1 – Up to 25%	5	6	9	13
2 – 25% - 50%	6	7	10	14
3 – 50% - 75%	7	8	11	15
4 – 75% - 100%	8	9	12	16

## 2. Importance / Accessibility

	<b>Score</b>
Footway / Footpath Priority 1 Gritting Route	5
Footway / Footpath Priority 2 Gritting Route	3
Footway / Footpath Priority 3 Gritting Route	2
Other Footway / Footpath	1

## 3. Public Liability Claims / Fault Reports / Complaints

Score according to the type / source of complaint / fault report / request for service received for the location

- 1 - Public Complaint or Fault Report resulting in a confirmed defect
- 2 - Multiple Requests for service or Fault Reports resulting in confirmed defects
- 4 - Elected Member Complaint or Request for Service
- 6 - Public Liability Claim

## 4. Assistance to Other Priorities

Use your own knowledge of the surrounding area to rate the location in relation to:

- 1 - Shared Cycle / Footways
- 2 - Adjacent to Local Shops
- 4 - Adjacent to Schools, Leisure Facilities and Tourist Attractions
- 6 - Adjacent to Amenity Housing, Residential Care Homes and Medical Centres
- 8 - Local Bus Route, access to Train Stations and Park & Ride facilities
- 10 - Town Centre

**Structure Name:**  
**Date when the scoring is carried out:**

Enter score based on the description in the following coloured cells

Priority Ranking for structure capital programme

No.	Factors	Maximum Score			Structure Name:	Structure Score Input	Net score	% of total Score	Additional commentry
1	Type of Bridge	1	Score 1 if road bridge and 0 if foot bridge	Culverts, Subways which carry road shall be considered as road bridge as per this scoring system. Structures which carry only pedestrians, cyclists and equestrians shall be considered as footbridge.			NA		
2	Route Factor	40	Score based on NAC route hierachy	Route hierachy Cat 2 - SPT/ NAC strategic routes - 40 Cat 3a - Main distributor routes - 30 Cat 3b - secondary distributor routes - 20 Any other category - 10 Routes serving fewer than 5 properties - 5			0	0%	
3	HGV Restriction factor	60	Score based on weight capacity	Weight restriction 3 tonnes - 60 7.5 to 13 tonnes tonnes - 50 18 tonnes - 40 26 tonnes - 30 No weight restriction - 0			0	0%	
4	Condition factor	10	Score based on the condition of the bridge	Sliding score based on 0 for very good condition to 10 for poor condition. (10 - (BCI crit/ 10))			0	0%	
5	Deterioration factor	10	Score based on the rate of deterioration of the structure	Sliding score based on 0 for very slow deterioration to 10 for rapid deterioration			0	0%	
6	Pedestrian factor	20	Score based on pedestrian usage. Bridges with footways of heavy pedestrian usage shall score a maximum of 30.	Structures with footways in heavily used urban areas score 20. Score 20 if route is access to a school or railway station. Apply a sliding scale going down to 0 for rural structures without footways.			0	0%	
7	Flooding factor	40	Score based on the potential for the existing structure to contrubute to flooding	A structure that makes no contribution to flooding risk will score 0. Structures that are know to increase the risk of flooding due to restrictions in width or soffit height will score 30.			0	0%	
8	Scour factor	60	Score based on risk of collapse due to expose to scour in heavy flow conditions	Risk of collapse of structure due to scouring. Structures which have been deterioted severely because of inadequate scour protection and on verge of collapse score maximum. Scour risk based on a sliding scale.			0	0%	
9	Parapet Condition Factor	15	Score based on the condition of the parapets	Structures with substandard Parapets with poor conditon will score 15 . Structures with substandard parapets with a 'monitor only' recommendation will score 10. Structures which have parapets to current standards will score 0.			0	0%	
10	Parapet Risk Factor	10	Score based on risk in the event of a parapet collapse leading to high risk injuries and human casualties.	What is the likelihood of severe injury or even death while the parapet is open to use considering the condition of the structure. Risk based on a sliding scale.			-5	100%	

11	Delay factor	10	Score based on whether existing restrictions such as limited width cause delays at the structure	Structures where delays are caused by width, weight, height or other restrictions such as traffic lights will be given a score higher than zero. Delays less than 2 minutes at peak times will score 5 and longer than 2 minutes will score 10. Score maximum if fire station, railway station or hospital affected by delay.		0	0%
12	Structure Risk factor	10	Score based on risk in the event of a Structure collapse leading to high risk injuries and human casualties.	What is the likelihood of someone getting a high risk injury or even death while the structure is open to use considering the condition of the structure. Risk based on a sliding scale.		0	0%
13	Maintenance factor	20	Score based on maintenance required to keep the existing structure open.	Score based on known maintenance history and requirement. No maintenance requirement will score 0. Listed structures score 15.		0	0%
14	Diversion factor	10	Score based on the length of the diversion route if the structure is closed in an unplanned manner with no finite time limit.	Score based on diversion length. Any diversion equal to or more than 20 miles scores 20. Score 1 for each 2 miles of diversion up to 20. Score 10 if a road closure adversely affects a fire or railway station or hospital. Score 10 if there is no alternative diversion.		0	0%

-5

Note maximum score that can be achieved for road bridge= 500

Priority level Chart		Structure Name: 00-Jan-00							
Priority Level Indicator		Overall works (500)		Structure works (100)		Parapet works (70)		Scour Protection (60)	
		Level	Score	Level	Score	Level	Score	Level	Score
No Action Rquired									
Low Priority									
Medium Priority									
High Priority									
Immediate action required									

Note : Works are divided above into three sub categories as each work can be independent and each has its own significance in terms of attention required.